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- The torpedo-cruiser now being planned has an over-all length of 130 meters. The beam measurements could not be exactly established, but a floating dock, especially designed for this oruiser, has an inside breadth measurement of 21 motors.
- 5. The cruiser is to be built sectionally in nine sections. From bow to stern they are in the following orders boiler room II, engine room II, boiler room I.

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		engine room I. Thus while the drive from the engine room II is horizontal to the screw, the engines in the after engine room are placed slightly higher than the screw, so that the drive from this point is inclined downwards toward the stern. This results in the propeller shaft being at an angle to the screw.  50X1-HUM
*	6.	In front of the control tower are two command turrets, each with two guns. Behind the two funnels, on the after deck, are two more similar turrets. There are two torpedo-tubes, one between the funnels, and the other in front of the after gun-turret, so that both are more or less centrally placed. Aft of the funnels are also situated two batteries of anti-aircraft guns.
	7 a	Among those working on the designs of this cruiser are the engineers Fuss.  Albers, and Ziebold. Both they and Schlaak were of the opinion that the
		program envisaged the construction of 26 50X1-HUM of this type of cruiser 50X1-HUM
•		pyard Construction
	8.	For every type of vessel designed at Marneminde, plans for three different methods of construction have to be submitted to the Russians:
		a) The method employed in old shippards of constructing the vessel on a slipway.
		b) The improved method, in use at Schichau yard, whereby whole sections, bulkheads, and plates are constructed in the shops and then assembled on the slippay.
		c) Prefabrication and assembly by means of an installation that lowers the sections into place.
		For each type of construction, the Buro must simultaneously prepare designs for all the installations required, including models of all types of equipments each part must be designated according to its registered number in the available catalogues.
	Ba.	ployment and Recruitment of Whip-Building Specialists
	9,	and at the Rive in Marnemindes
		Ingenieur Albers, working on the torpedoccruiser Ingenieur Zielke, E. Department, Construction Ingenieur Drape, E. Department, Construction Ingenieur Turd, former Deinkel specialist, engaged in the installation of catapult gear on warships Ingenieur Berg, expert on steel construction
		Ingenieur Teichert Ingenieur Ziebold, working on the torpedo-cruiser
		Ingenieur Tiska Ingenieur Schuetz, formerly of Schichau Techniker Hahlow, SED shop steward Techniker Fähnrich, formerdæughtsman from Schichau, Konigsberg
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